

Jan. 17

Jan. 18

FEW DRAGGERS BROUGHT FISH

BOATS COMING BACK ENCASED
IN ICE WITH SMALL
RECEIPTS.

Local boats got a walloping from the northwest wind off shore last night and this morning, like the "sheeted ghosts" of the poem, arrived at their berths, axes ringing as the crew worked to chop a way to the hatch covers and cleared the rigging of ice. The arrivals of the morning were confined wholly to the shore fleet, but receipts were fair. Gill netters made good hauls yesterday, although the receipts of pollock dropped off considerably.

- Gloucester Arrivals and Receipts.**
The arrivals and fares in detail:
Boat Angie and Mary, dragging, 3000 lbs. fresh fish.
Boat Angie and Vence, dragging, 3000 lbs. fresh fish.
Boat 660 C., trawling, 1000 lbs. fresh fish.
Boat C 2146, trawling, 1200 lbs. fresh fish.
Sch. St. John, dragging, 2000 lbs. fresh fish.
Sch. St. Providence II., dragging, 3500 lbs. fresh fish.
Sch. Governor Fuller, via Boston.
Sch. Edith and Elinor, via Boston.
Sch. Leonora C., via Boston.
Sch. William L. Putnam, via Boston.
Sch. Mystic, via Boston.
Boat D 107, 200 lbs. fresh fish.
Boat Clarence B. Mitchell, 3000 lbs. fresh fish.
Boat Providence II., 4000 lbs. fresh fish.
Sloop Paul Revere, 800 lbs. fresh fish.
Boat D 977, 900 lbs. fresh fish.
Boat Gouriann, 3000 lbs. fresh fish.
Yesterday's Gill Net Receipts.
Boat Mary J. Landry, 15,000 lbs. fresh fish.
Boat Inca, 5000 lbs. fresh fish.
Boat Agnes and Myrnie, 5000 lbs. fresh fish.
Boat Sunflower, 1500 lbs. fresh fish.
Boat Phyllis A., 2000 lbs. fresh fish.
Boat Enterprise, 6000 lbs. fresh fish.
Boat Mary A., 3000 lbs. fresh fish.
Boat Liboria C., 2500 lbs. fresh fish.
Boat Jackie B., 4000 lbs. fresh fish.
Boat Alicia, 500 lbs. fresh fish.
Boat Elizabeth and James, 5000 lbs. fresh fish.
Boat Nashawena, 500 lbs. fresh fish.
Boat Ramona, 3000 lbs. fresh fish.

On the Railways.
Boat Marianna is on Rocky Neck railways.

STEAM TRAWLER CORNELL IS LAUNCHED AT FORE RIVER

Steam trawler Cornell, first of a fleet of three being built for the General Seafoods Corporation, was launched at the Fore River plant of the Bethlehem Shipbuilding Corporation Thursday. The craft was named for the alma mater of S. Wiley Wakeman, vice president of the Bethlehem Corporation, and was christened by Miss Caroline Rae of Newton, daughter of William H. Rae, president of the company, for which the boat was built. Two other trawlers, the Amherst and the Dartmouth, are nearing completion and will soon take to water.

BOSTON FLEET IS SMALL TODAY

ONLY TEN ARRIVALS REACH PORT
WITH 365,000 POUNDS FRESH
FISH.

There was another advance in prices at the Boston fish pier this morning. All varieties were in good demand. The fleet numbered only 10, and receipts aggregated 304,000 pounds of ground-fish, and 61,000 pounds of mixed fish. Haddock sold at \$6 to 7; large cod, \$8 to \$9, and markets, \$4 to \$5.

- Boston Arrivals and Receipts.**
The arrivals and fares in detail:
Str. Breaker, 23,000 haddock, 9000 cod, 20,000 mixed fish.
Str. Ocean, 55,000 haddock, 16,000 cod, 10,000 mixed fish.
Str. Fabia, 54,000 haddock, 3000 cod, 10,000 mixed fish.
Str. Georgetown, 40,000 haddock, 3300 cod, 6600 mixed fish.
Sch. Elizabeth and Ruth, 8000 haddock, 500 cod, 2000 mixed fish.
Sch. Carrie S. Roderick, 15,000 haddock, 2500 cod, 2200 mixed fish.
Sch. Geraldine and Phyllis, 30,000 haddock, 4000 mixed fish.
Sch. Philip P. Manta, 22,000 haddock, 11,000 cod, 3000 hake.
Sch. A. Piatt Andrew, 3500 haddock, 200 cod, 1600 mixed fish.
Boat Mao IV., 4800 haddock, 900 cod, 4000 mixed fish.
Haddock, \$6 to \$7 per cwt.; large cod, \$8 to \$9; market cod, \$4 to \$5; hake, \$5.50; pollock, \$3; cusk, \$3.50; gray sole, 10 cents per lb.; lemon sole, 12 cents; black backs, 7 cents; yellow tails, 5 cents to 7 cents; dabs, 5 cents; redfish, 1 cent; catfish, 3 1-2 cents.

TAKES OVER THE STUDEBAKER

The formal opening of the show-rooms and service station of John N. Patriquin, recently appointed Studebaker-Erskine dealer here, will take place at the new Studebaker headquarters at 242 Main street, today. According to Mr. Patriquin, "the display of new cars will serve as a comprehensive review of the latest developments in the automotive industry. Studebaker with its great proving ground and research laboratory, has always been noted for its progressive engineering policies, and the new features of design and construction incorporated in its six lines of cars should be of particular interest to every motorist in Gloucester, for they constitute all that is modern in the motor car. "The complete Studebaker and Erskine line includes 59 different models. Among these models every motorist, regardless of the size of his pocket-book, can find beautiful, comfortable cars endowed with the championship performance that has set new standards for the entire industry.

ARE LOBSTERS ABUNDANT ON CASHES BANK?

Are there lobsters in abundance on Cashes Bank, which lies east one-half south from Cape Ann, approximately 78 miles out in the open Atlantic? asks the Fishing Gazette. The fact that trawlers fishing there occasionally hook an unusually large crustacean and bring it to the surface has caused much discussion in years past.

In summer lobsters, generally speaking, crawl in toward the mainland shores, where the comparatively shallow waters are comfortably warm. Cashes, of course, has vast shoals of its own as well as greater adjacent depths.

With the advent of cold weather conditions are reversed. It is offshore in the deeper areas that the crustaceans find the warmth they seek. Several points along the Maine coast are famous for their winter lobster fishing. At Monhegan, Vinalhaven, Matinicus, Metinic and other islands many miles from the mainland, traps are put down in from 100 to 200 feet of water. And it is at such points that the particularly choice lobsters are taken, sweet of meat, firm and hard as to shell.

Cashes Banks however, where equally fine lobsters are sometimes hooked and brought to the surface, is a different proposition. Half a hundred miles further out than even remote Monhegan, distance is the chief obstacle to conclusive experiments that might determine its status as a prolific lobster ground. It is hardly practical for a lobsterman to leave his mainland home and sail 70 or 80 miles to haul his traps. Yet several attempts have been made.

About 1915 the auxiliary schooner Fannie Belle, owned by a Portland wholesale lobster concern, was used in attempts to ensnare the supposedly super-lobsters of Cashes. Several trips were made in the spring of the year. Lobsters were found to be plenty and they did average considerably heavier than the ordinary run, although surprisingly large numbers of small ones were mixed in.

The attempts were soon abandoned because of the discomforts of keeping the schooner on the grounds. Spring gales were sudden and frequent. Twice the Fannie Belle had to hurry inshore to the mainland to escape their fury. Marine insurance rates were high. It was too great a risk trying to keep a vessel off there. Then, too, it was found that the broken rocky nature haul the pots. During the summer months it was hoped such a craft might stand by for a week or more at a time, without particular danger or discomfort. From that base, it was planned also to operate a very fast motor boat to carry the catches to market quickly and return for more. But neither crustaceans nor ocean currents would cooperate.

The hoop nets were spun around the bottom by the swift flow of the tidal eddies, even more easily than were the ordinary weighted wooden traps. Neither would the Cashes crustacean patronize the free lunch of the primitive trap in anything like the numbers that were similarly taken a century earlier. They had become sophisticated.

And even in midsummer at that distance offshore the seas were never calm and peaceful. It was a tossing, turbulent life that became decidedly disagreeable after a few hours of it. Lying at anchor waiting for the men in the dories to row back, was much more uncomfortable than "jogging" as the fish trawlers do in picking up their outlying craft. The experiment soon ended. If there are, as many fishermen still believe, hordes of great Jumbo lobsters crawling on Cashes, they are crawling undisturbed.